

BookletChart™

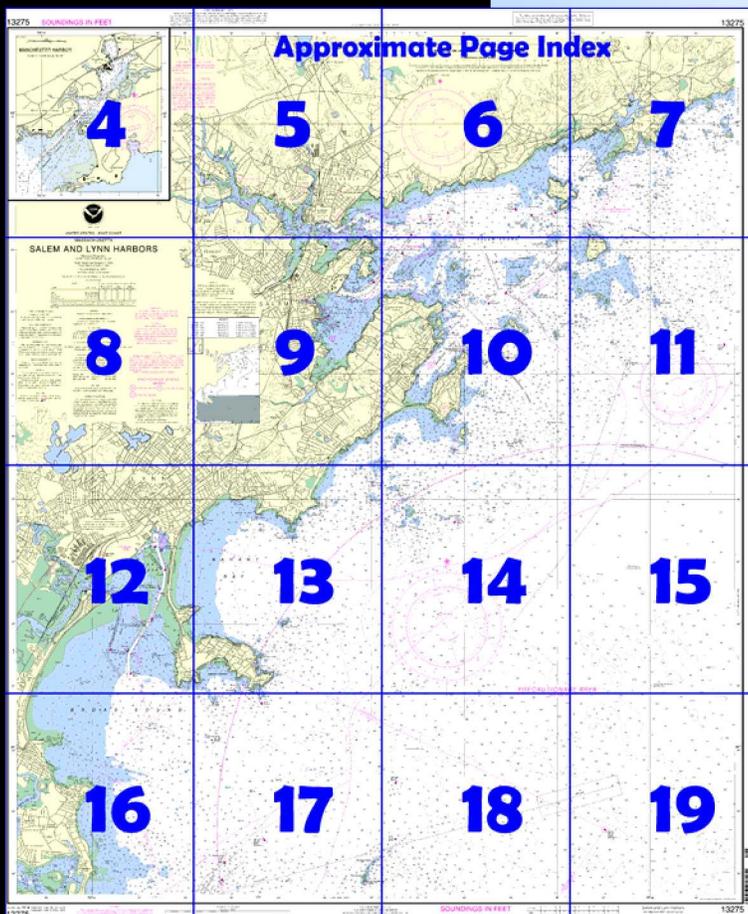
Salem and Lynn Harbors

(NOAA Chart 13275)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

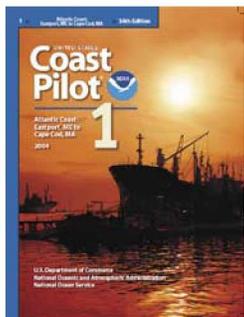
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 10 excerpts]

(59) Off the shore eastward of Manchester Harbor entrance, between Gloucester entrance and House Island, are many islands, rocks, and ledges extending about 0.8 mile offshore. The farthest outlying ones, named in order from eastward are **Great Egg Rock**, 34 feet high and bare; **Paddock Rock**, covered 13 feet; **Boohoo Ledge**, covered 1 foot; **Salt Rock**, showing at high water; **Pickett Ledge**, part of which uncovers 3 feet; **Gales Ledge**, covered 5 feet; a ledge, covered 17 feet and

marked by a buoy, about 350 yards south of Gales Ledge; and **Pilgrim Ledge**, covered 18 feet. Of the several coves, only Manchester Harbor is of interest to navigation.

(65) **Manchester Channel**, privately dredged and marked by buoys, leads from Manchester Bay to an anchorage basin at the head of Manchester Harbor; dredged anchorage basins are on either side of the

channel about 300 yards northeast of Proctor Point. In 1969, the channel had a controlling depth of 8 feet; lesser depths are in the approach. In June 1981, shoaling to an unknown extent was reported in about 42°33'35"N., 70°47'12"W. Depths of 7 to 11 feet were available in the anchorage basin at the head of the harbor; in January 1981, the anchorage basins northeast of Proctor Point had reported depths of 7 feet. The Boston and Maine railroad bridge, about 1 mile above the entrance and just above the anchorage basin, has a 48-foot bascule span with a clearance of 6 feet. A mooring basin with depths of about 7 feet is above the bridge.

(66) By local regulations, vessels over 45 feet in length must anchor in Manchester Bay. The anchorage is northward of a line between Great Misery and House Islands as far as Manchester Channel Buoy 5. Those desiring to anchor only overnight, or from head winds, may find fair holding ground and good shelter except in southerly gales.

(67) The anchorage basins in Manchester Harbor are restricted to craft not over 45 feet in length. This regulation is strictly enforced.

(68) There is a bad ledge locally known as **Bow Bell**, with a rock awash on it, on the east side of the channel opposite the yacht club and public landing on Tucks Point, just above Proctor Point. A buoy marks the northwestern edge of the ledge. It is usually covered, and the only indication of it is a hole, or clear spot, amidst the craft moored or anchored in the vicinity. Care should be taken to avoid anchoring on the ledge.

(69) **Whaleback**, a dangerous ledge in the entrance to Manchester Bay, is about 400 yards long east and west, and 200 yards wide. Near the middle of its northern side is a rock awash at low water, marked by a daybeacon.

(71) **White Ledge**, awash at low water, is 300 yards northwestward of House Island and is marked by a buoy on its west side. **Half tide Rocks**, which uncover, are 250 yards northward of White Ledge, and are marked by a buoy off the west side.

(74) In addition to the local regulations restricting the size of craft using the anchorage basins in Manchester Harbor, a **speed limit** of 5 miles per hour is enforced within the harbor.

(75) The **harbormaster** and deputies supervise the moorings and on application will usually find a vacant one for a visitor or advise where best to anchor. The yacht yards maintain guest moorings.

(77) There are commercial and private float landings in the harbor. Four public landings and two small-craft launching ramps are available; depths of 5 to 10 feet are reported alongside the landings.

(78) Two yacht yards with marine railways with capacities up to 70 feet or 80 tons are on the west side of the harbor. Hull, engine, electrical, and electronic repairs can be made; a machine shop is available. The yard can provide gasoline, diesel fuel, water, ice, provisions, marine supplies, and dry covered or open winter storage; lifts up to 35 tons are also available. An outboard marina is on the west side of the harbor just above the bridge. The Manchester Yacht Club, at Tucks Point, has depths of 10 feet alongside its floats; water is available.

(83) **Bakers Island Light** (42°32'11"N., 70°47'09"W.), 111 feet above the water, is shown from a white conical tower on the north end of Bakers Island; a fog signal is at the light.

(93) **Salem Channel**, the deep-draft and most northerly channel, leads westward between Bakers and Great Misery Islands and through **Salem Sound** for about 3 miles, thence southwestward through a dredged section to a turning basin at the Salem Terminal Wharf on the west side of Salem Harbor. The entrance is marked by **Hospital Point Lighted Range** on bearing **276°16'**. Several buoyed dangers are close to the sailing line. In January-March 2002, the dredged section of Salem Channel had a controlling depth of 29.4 feet, thence in 1997-2002, 27 feet in the turning basin. Salem Channel is well marked.

(95) **Eagle Island Channel**, deep, clear, sheltered, and buoyed, leads from Salem Channel in a southwesterly direction between Hardy Rocks and Eagle Island on the northwest and Bakers Island, Pope Head Shoal, and Brimbles on the southeast. It is used by most craft bound to Marblehead Harbor from the northeastward.

Table of Selected Chart Notes

Corrected through NM May 31/08
Corrected through LNM May 20/08

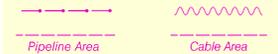
HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:25,000 at Lat. 42°29'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

PLANE COORDINATE GRID
(based on NAD 1927)
Massachusetts State Grid is indicated by dotted ticks at 10,000 foot intervals.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Essex Marine, MA	WNG-574	162.426 MHz
Stratham, NH	KZZ-40	162.450 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.349' northward and 1.822" eastward to agree with this chart.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

For Symbols and Abbreviations see Chart No. 1

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

ANCHORAGE AREAS
(see note A)
A (110.1&110.25) B (110.1&110.26)
C (110.1&110.30)

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE B
PRECAUTIONARY AREA
Traffic within the Precautionary Area may consist of vessels operating between Boston Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.
Recommended traffic lanes have been established for the approach to Boston Harbor.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Manchester Harbor	(42°34'N/70°47'W)	feet	feet	feet
		9.5	9.1	0.3
	(42°31'N/70°53'W)	9.7	9.3	0.3
		9.9	9.5	0.3
Lynn Harbor	(42°27'N/70°57'W)	9.9	9.5	0.3
		9.7	9.3	0.3
Nahant	(42°25'N/70°55'W)	9.7	9.3	0.3
		9.9	9.5	0.3

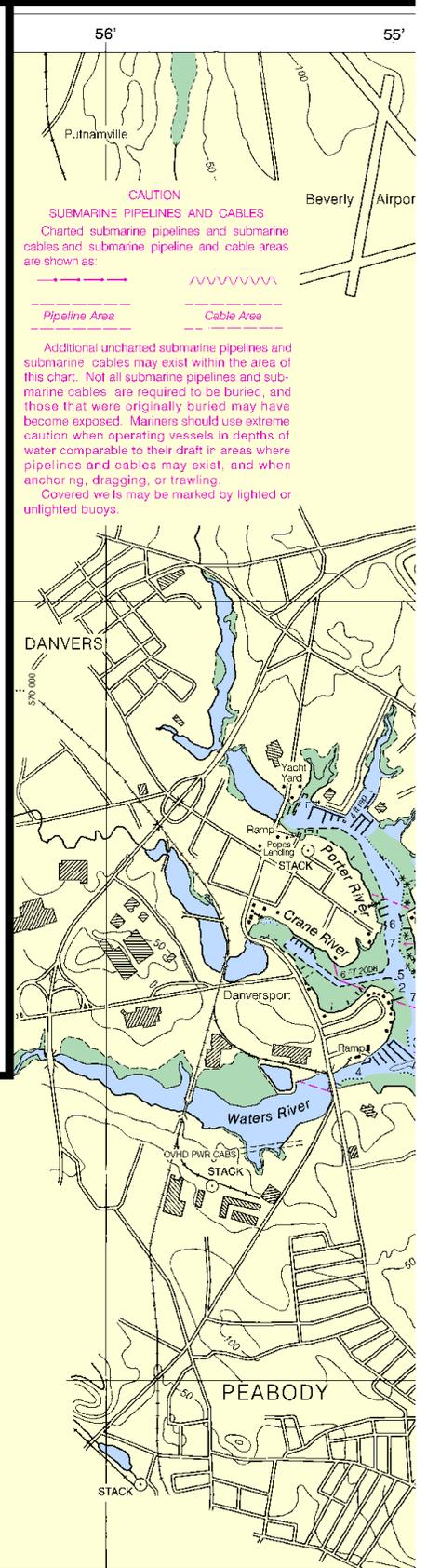
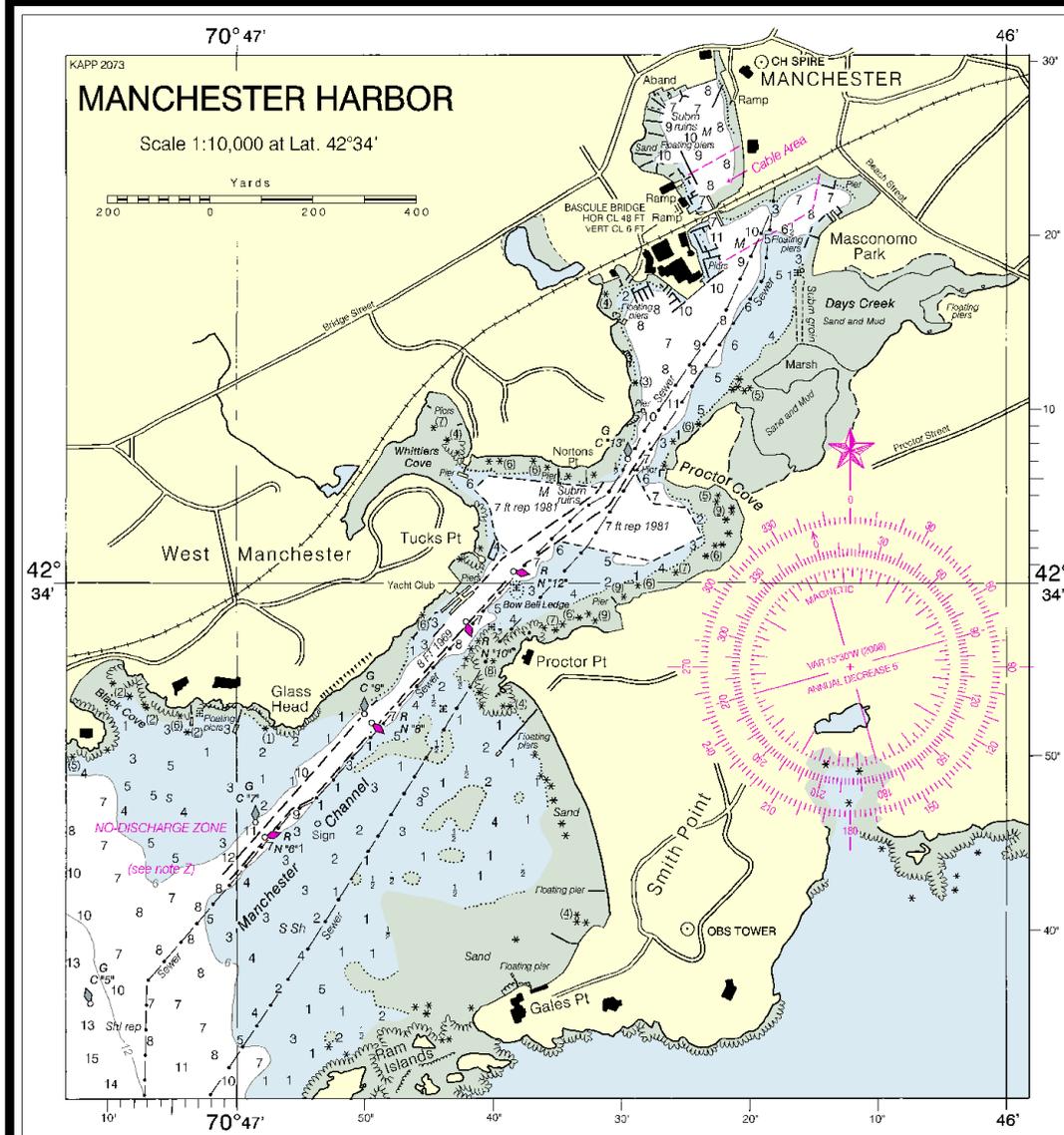
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Mar 2006)

13275

SOUNDINGS IN FEET

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly and critical corrections. Charts are printed when ordered using Print Editions are available 5-8 weeks before their release as traditional N about Print-on-Demand charts or contact NOAA at 1-800-584-4 help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHAF help@OceanGrafix.com



UNITED STATES - EAST COAST
 MASSACHUSETTS
SALEM AND LYNN HARBORS

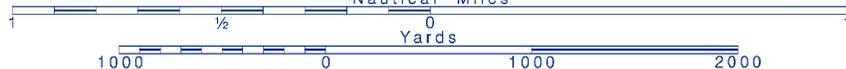
Mercator Projection
 Scale 1:25,000 at Lat. 42°29'
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov Joins page 8

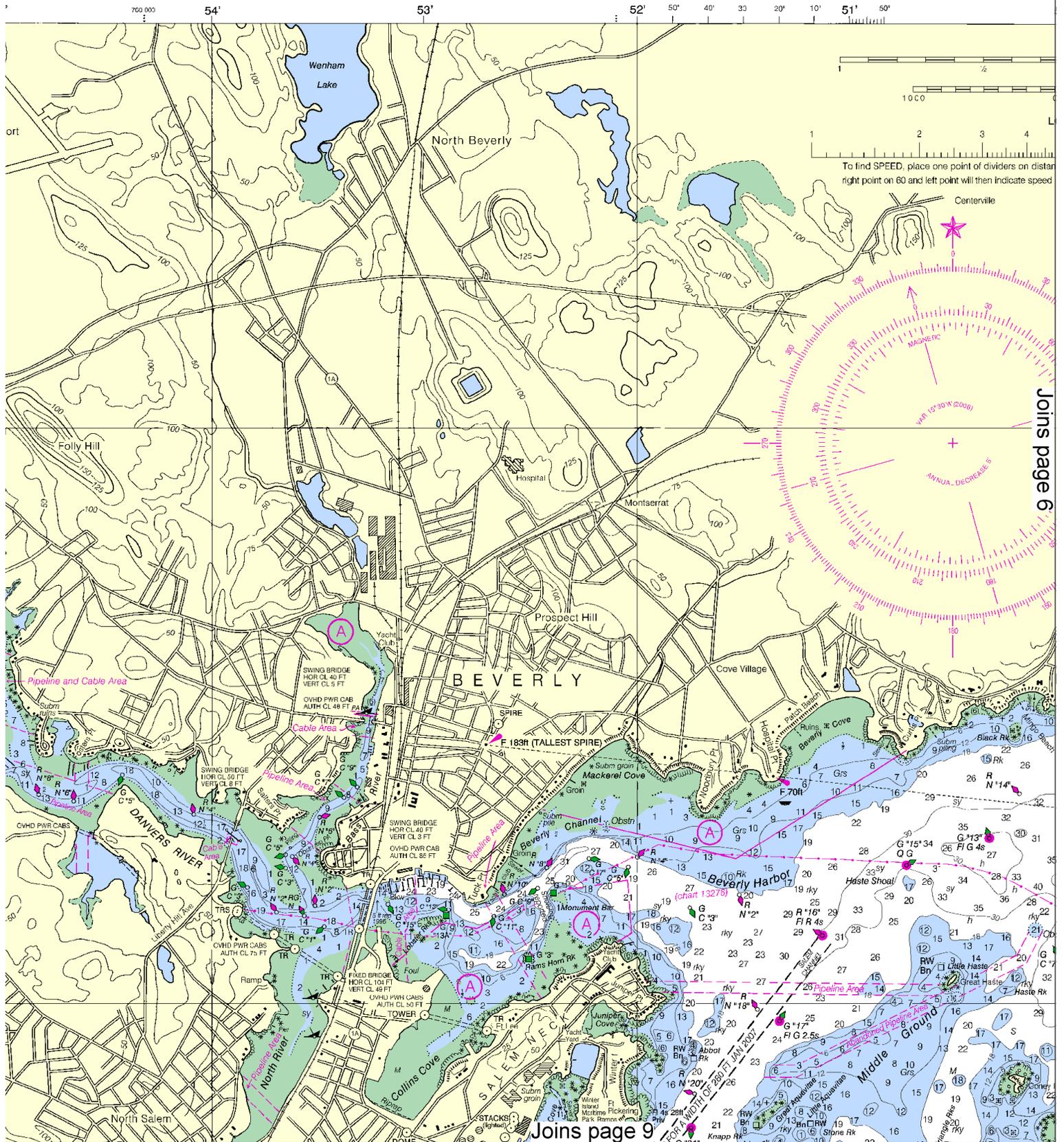


Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.



WARNING
The prudent mariner will not rely solely on
any single aid to navigation, particularly on
floating aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.

Formerly C&GS 240, 1st Ed., Jun. 1921 G-1948-708 KAPP 2072



Joins page 6

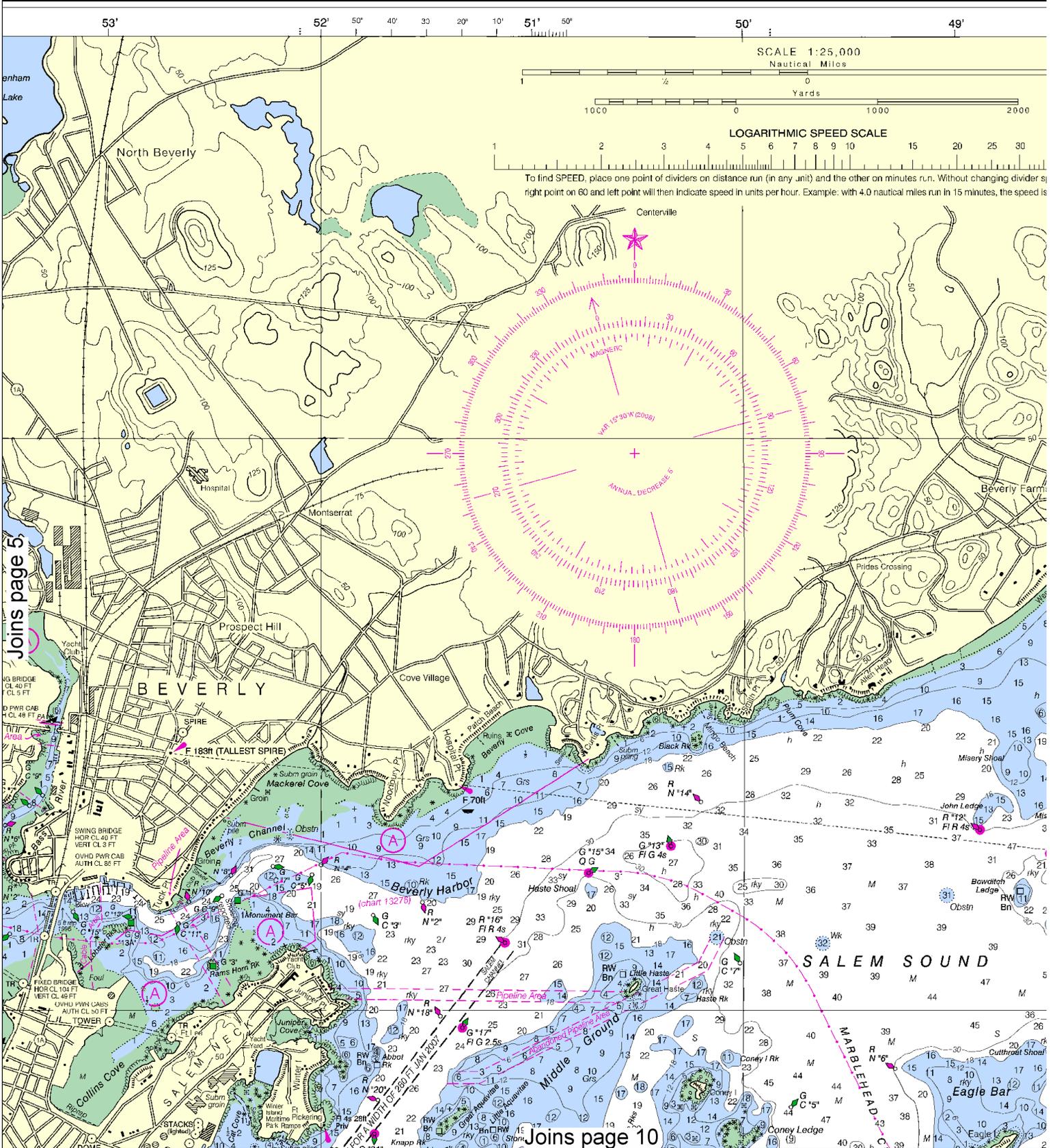
Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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Coast Guard Light List
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Formerly C&GS 240, 1st Ed., Jun. 1921 G-1948-708 KAPP 2972

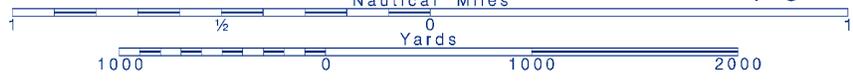
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Printed at reduced scale. SCALE 1:25,000 See Note on page 5.



UNITED STATES - EAST COAST

MASSACHUSETTS

SALEM AND LYNN HARBORS

Mercator Projection
Scale 1:25,000 at Lat. 42°29'

North American Datum of 1983
(World Geodetic System 1984)

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AT MEAN LOWER LOW WATER

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TIDAL INFORMATION

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(based on NAD 1927)

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HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

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AUTHORITIES

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For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: 

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CAUTION

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HORIZONTAL DATUM

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**NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140**

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ANCHORAGE AREAS

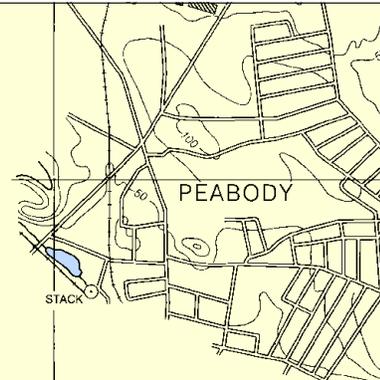
(see note A)

- A** (110.1&110.25)
- B** (110.1&110.26)
- C** (110.1&110.30)

CAUTION

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Station positions are shown thus:
 (Accurate location)  (Approximate location)



CAUTION

BASCULE BRIDGE CLEARANCES

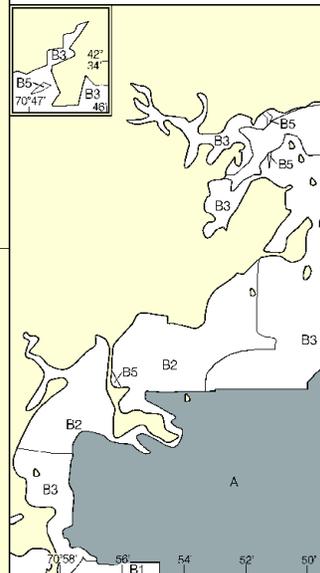
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SOURCE DIAGRAM

The outlined areas represent the limits of the me survey information that has been evaluated for charting by date and type of survey by the U.S. Army Corps of Engineers are periodic not shown on this diagram. Refer to Chapter 1, U.S.

SOURCE

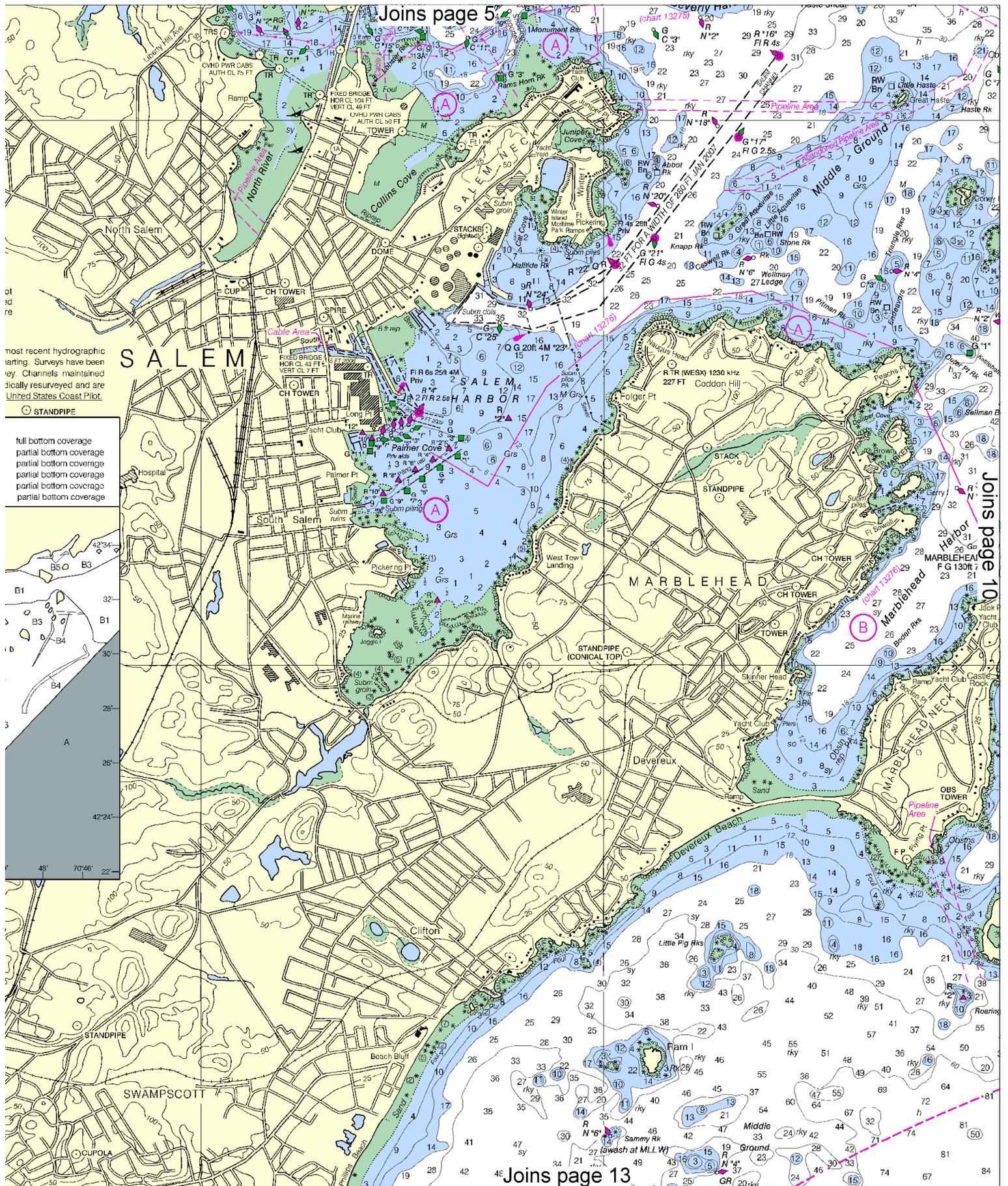
A 1990 - 2003	NOS Surveys
B1 1990 - 2001	NOS Surveys
B2 1970 - 1989	NOS Surveys
B3 1940 - 1969	NOS Surveys
B4 1900 - 1939	NOS Surveys
B5 Pre - 1900	NOS Surveys



Joins page 12

Printed at reduced scale. SCALE 1:25,000 See Note on page 5.

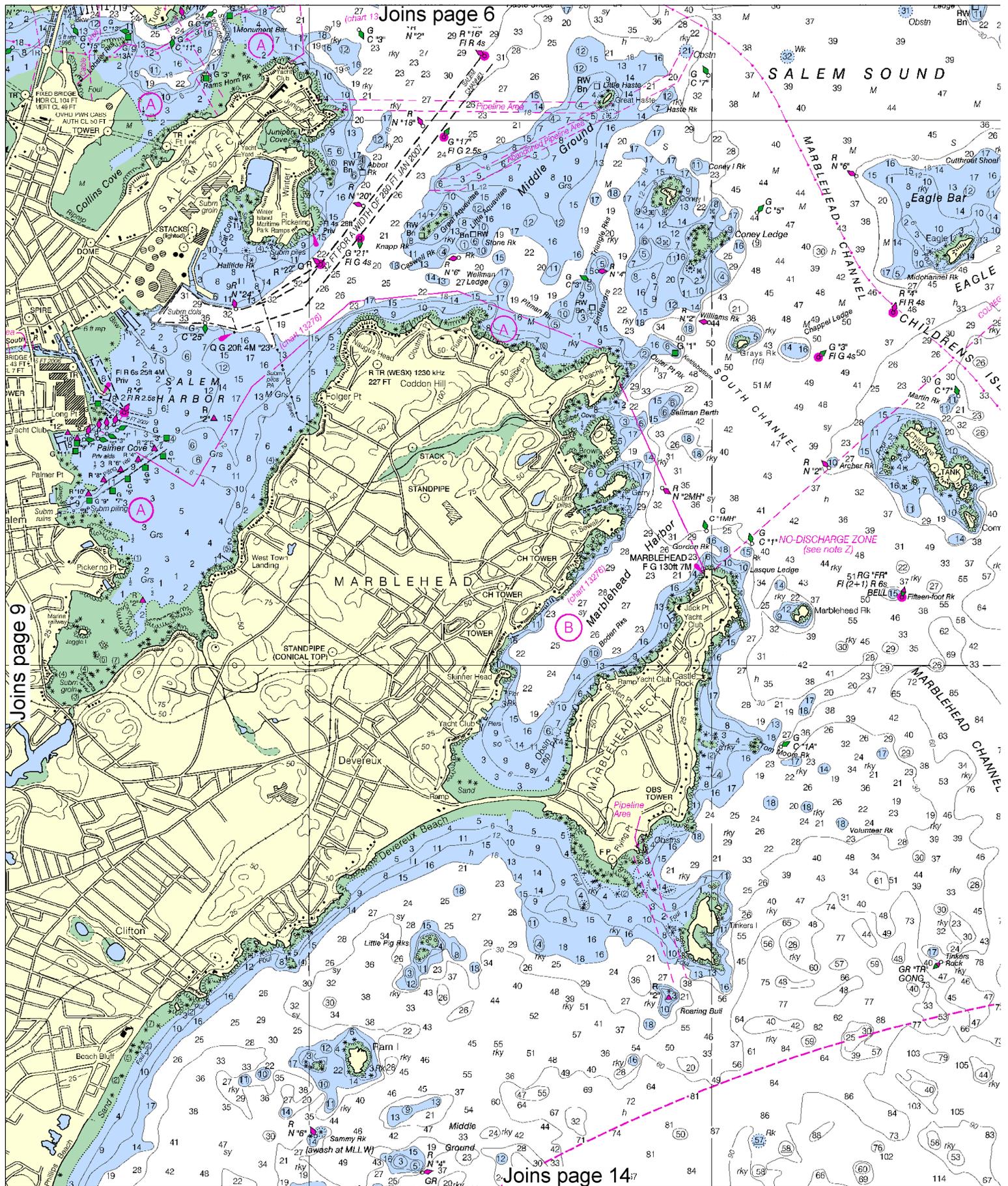




Joins page 5

Joins page 10

Joins page 13



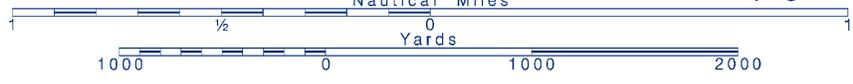
Joins page 9

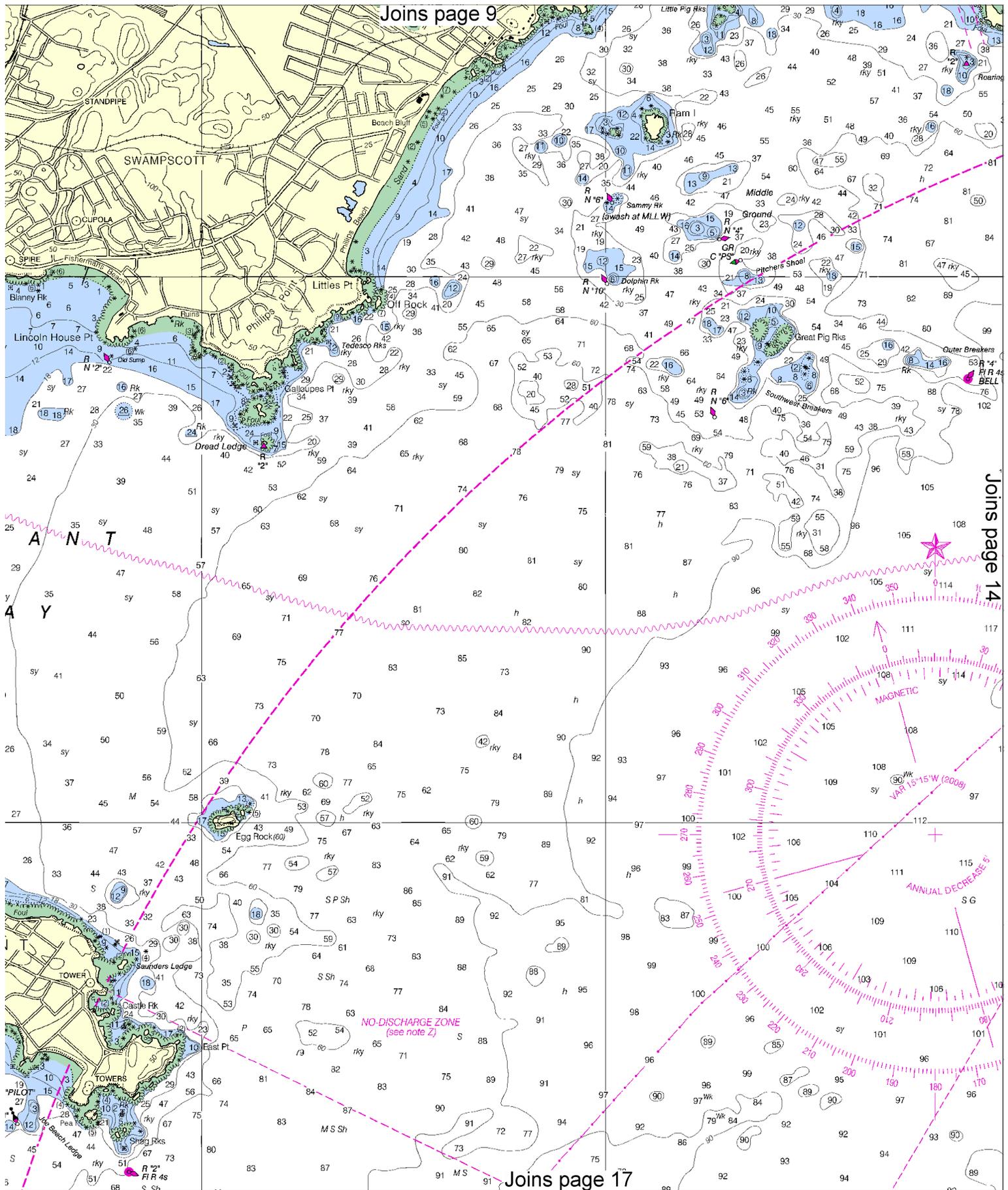
Joins page 6

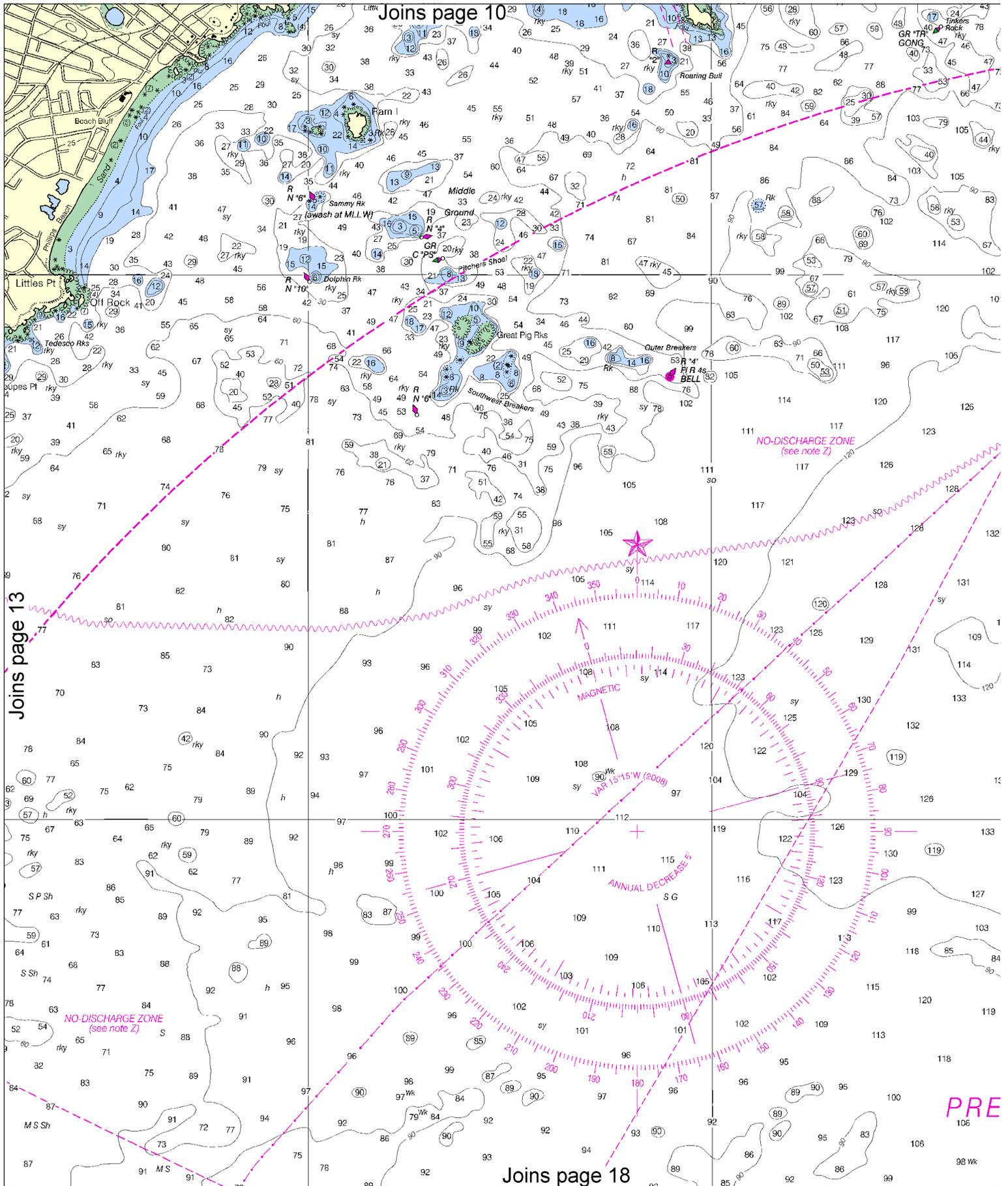
Joins page 14



Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.







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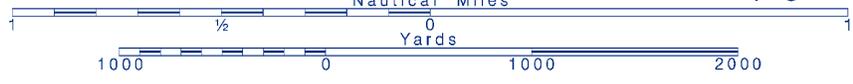
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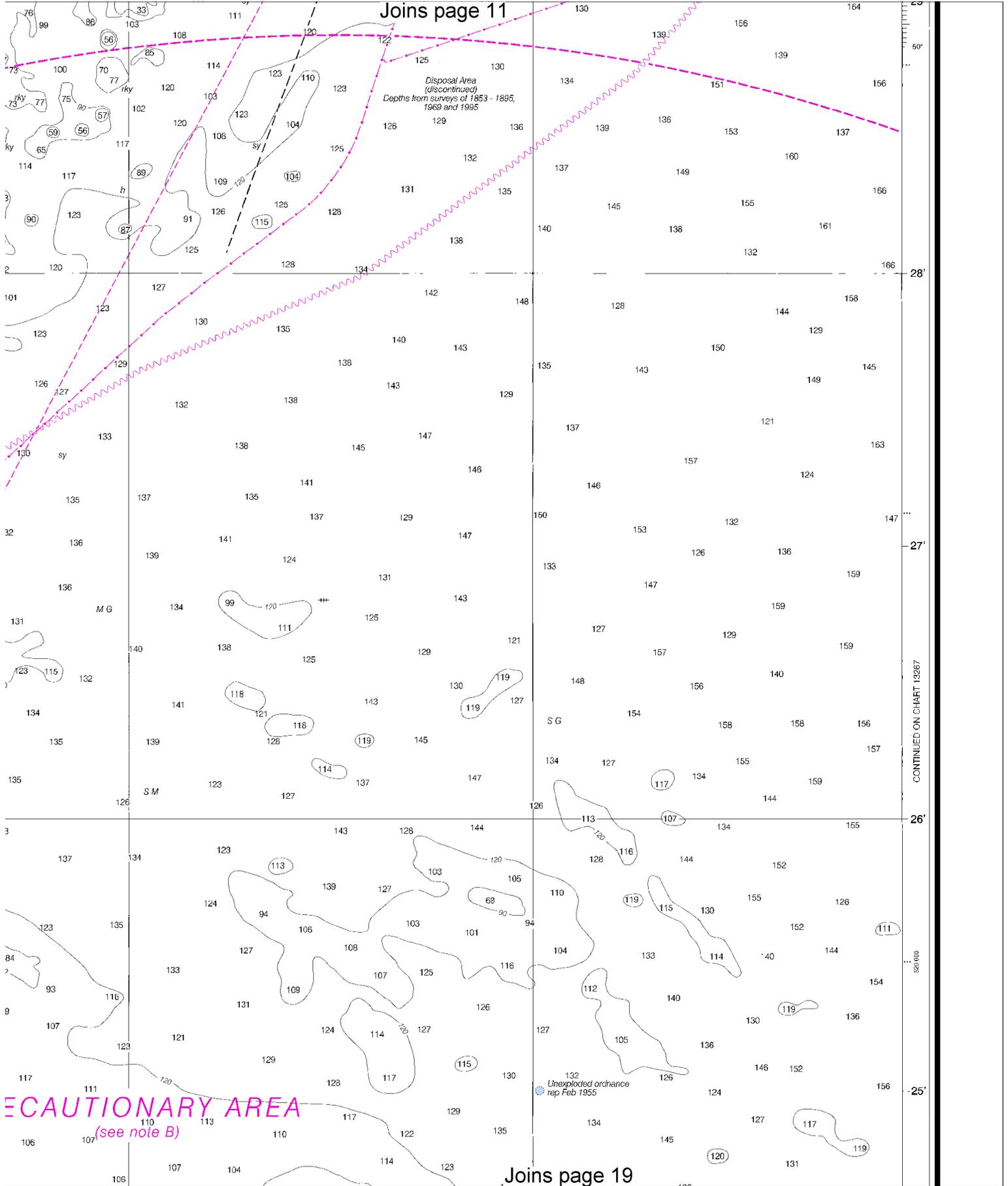
Printed at reduced scale. SCALE 1:25,000 See Note on page 5.



PRE

Joins page 11

Disposal Area
(discontinued)
Depths from surveys of 1853 - 1895,
1868 and 1935

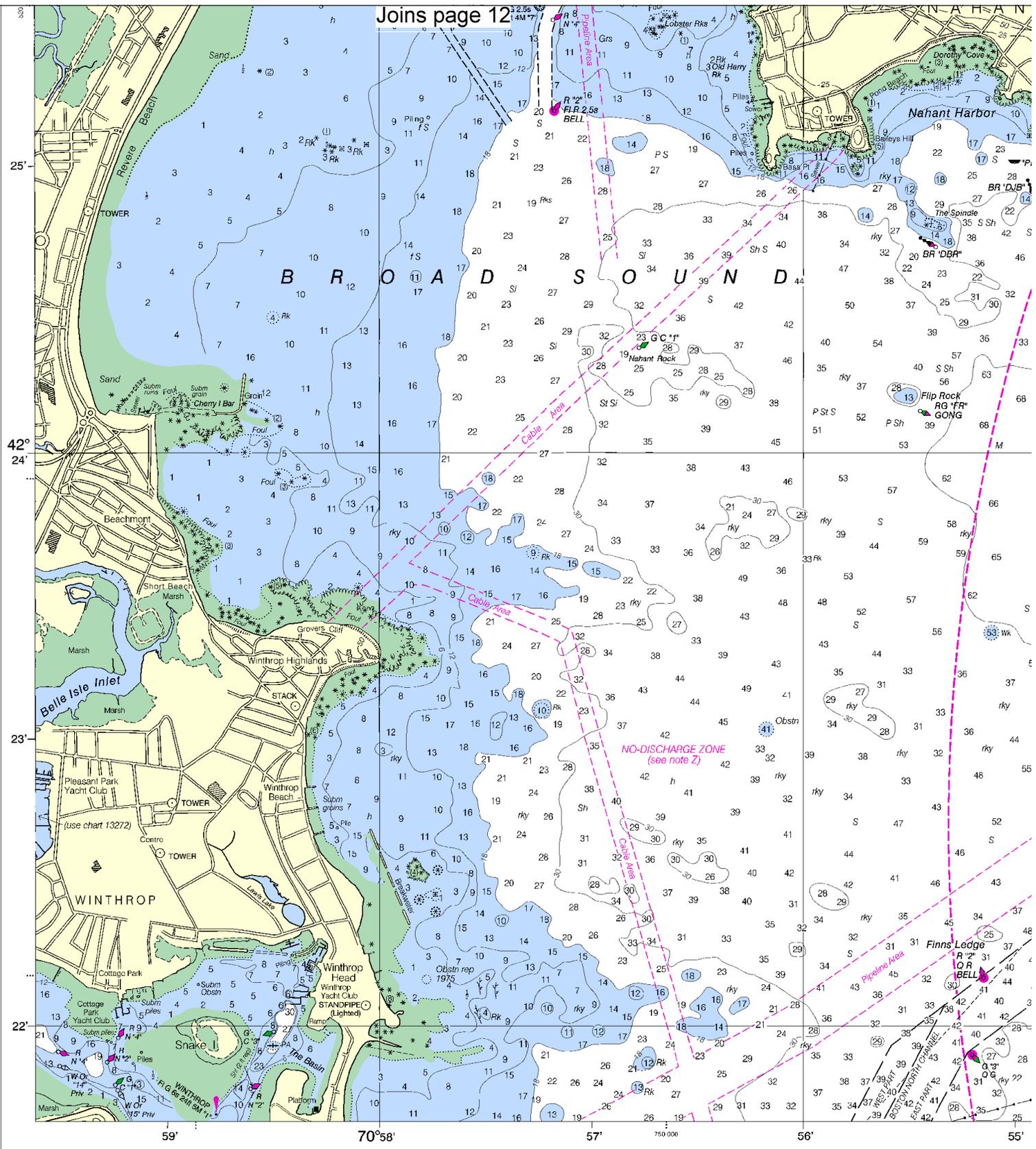


CAUTIONARY AREA
(see note B)

132
Unexploded ordnance
rep Feb 1955

CONTINUED ON CHART 13267

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31st Ed., May / 08 ■ Corrected through NM May 31/08
 Corrected through LNM May 20/08

13275

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

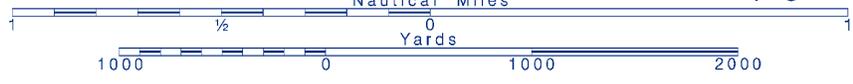
SCALE 1:25,000
 Nautical Mile

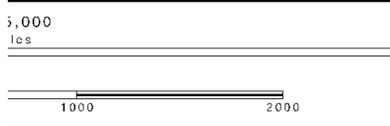
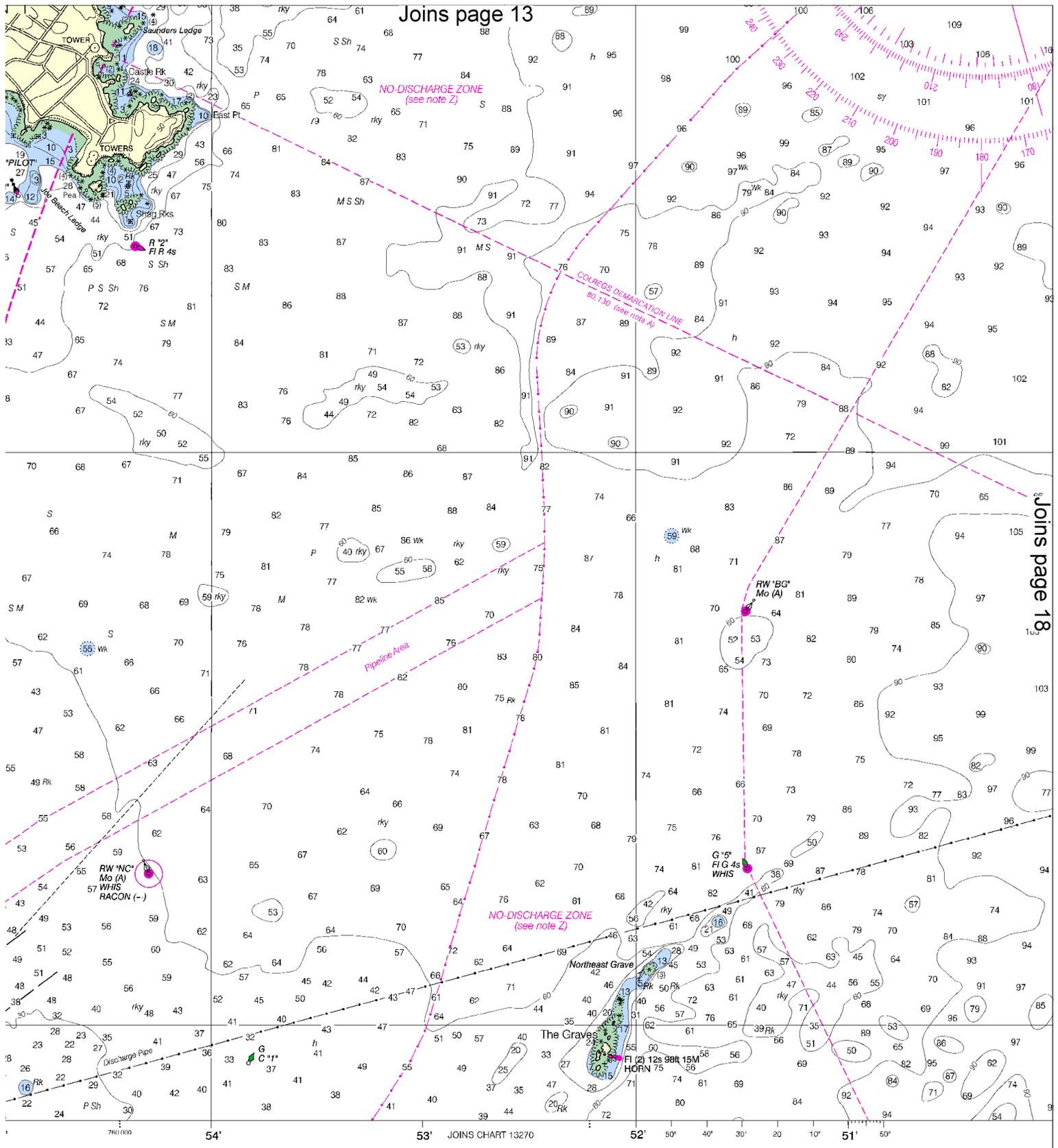


16



Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.



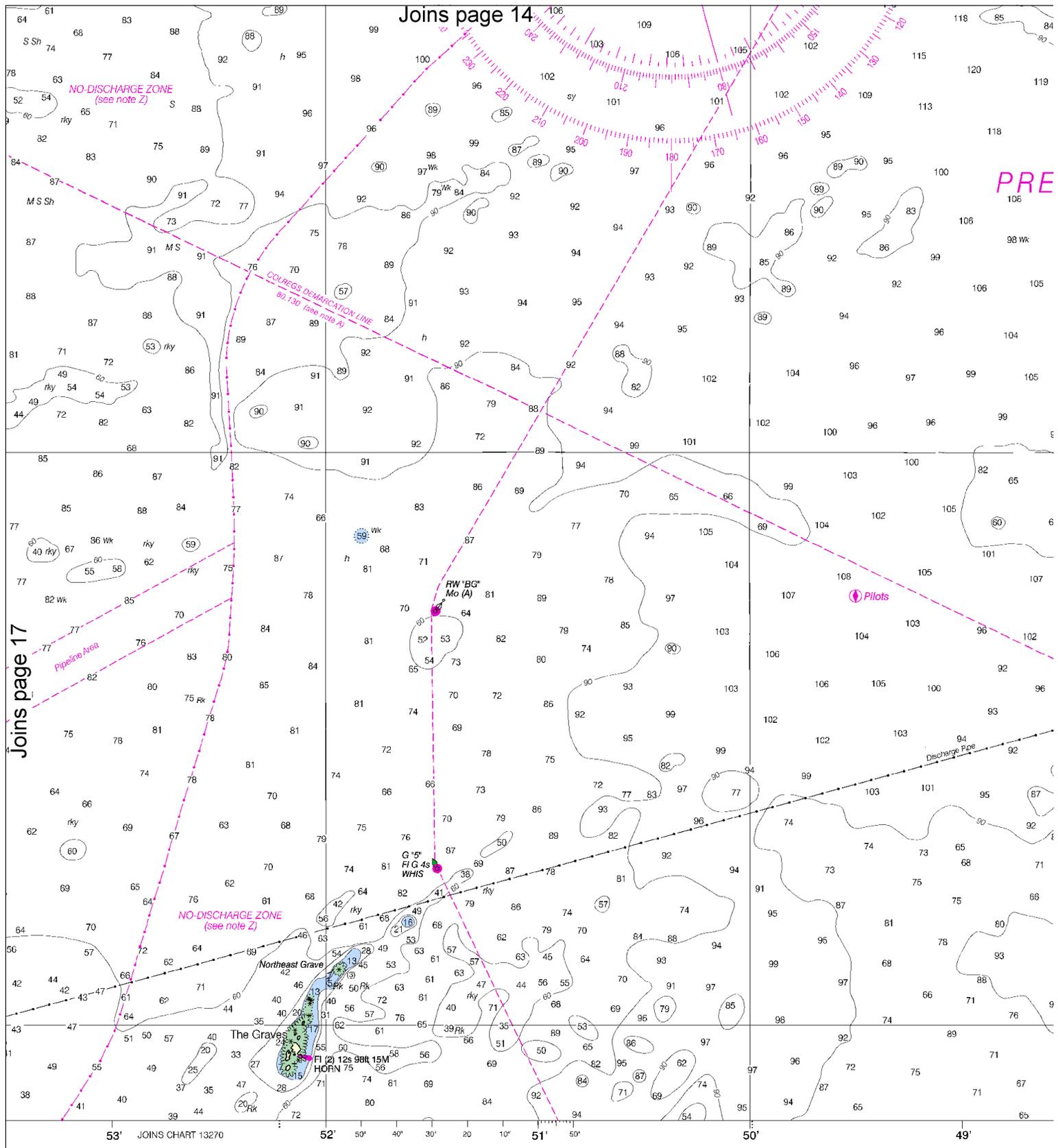


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 COAST SURVEY

SOUND

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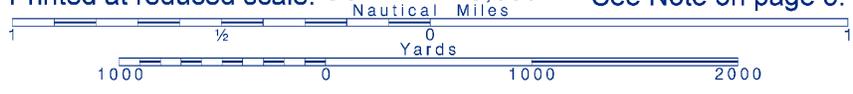
SOUNDINGS IN FEET

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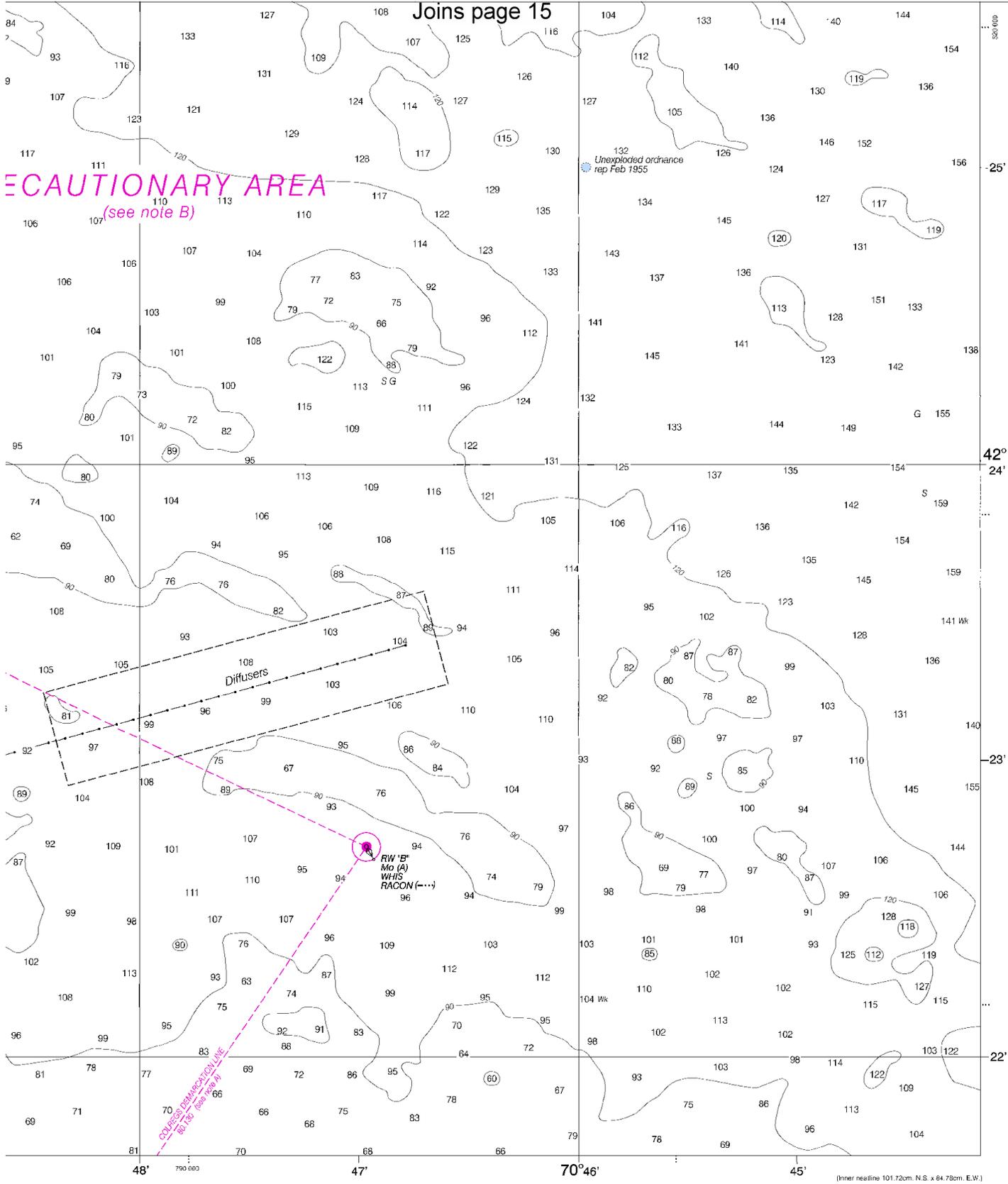
18



Printed at reduced scale. SCALE 1:25,000 See Note on page 5.



CAUTIONARY AREA
(see note B)



ATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51
METERS	0.3	0.6	0.9	1.2	1.5	1.8	2.1	2.4	2.7	3.0	3.3	3.6	3.9	4.2	4.5	4.8	5.1

Salem and Lynn Harbors
SOUNDINGS IN FEET - SCALE 1:25,000

13275

ED. NO. 31

NSN 764201-4010464

NGA REFERENCE NO. 13XHA13275

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Point Allerton – 781-925-0166

Coast Guard Cape Gloucester – 978-283-0705

Coast Guard Boston – 617-223-3201/3208

MA Environmental Police – 800-632-8075

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.